Mysore-Mercara-Mangalore (305 Kms.) and Gooty to Karwar (422 Kms.) on priority basis and also other equally important segmeats like Bangalore-Ootaeamund (viz Mysore-Nanjangud and Tumkur-Honnavar via Arsikere-Shimoga) ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) No Sir. The National Highways are not conceived on the basis of any area/region/State or population basis, but keeping in view the requirements of the country as a whole. Additions to the N. H. network in many States including Karnataka have not been possible owing to resource constraints and other priority considerations.

(c) The targets enunciated in the 20-Year Road Development Plans in question are only recommendatory in nature.

(d) Due to meagre allocation of funds, it is not possible to add any new National Highway in any State including Karnataka for the present.

European Union-India workshop on Maritime Transport

1253. SHRI G. Y. KRISHNAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the European Union-Indian Workshop on Maritime Transport held in Bombay recently had made a number of recom mendations for consideration by the Indian Government as well as the European Union with a view to promote the growth of the Indian shipping industry;

(b) if so, the salient features of these recom. mendations; and

(c) What is Government's reaction thereto particularly the need for Electronic Data Interchange (EDI) implementation ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) The salient features of the recommendations are as under :—

1. Guarantees and bonds should be removed for full and empty containers.
2. Containers should be allowed to move freely between Ports.
3. The Multimodal Transport document should be harmonised to already existing international documentation.
4. Proper and harmonised procedures for documentation requirements should be established.
5. EDI should be implemented as soon as possible to enhance and facilitate Multimodal transport.
6. Review of customs procedures to enhance the container flows.
7. Ports should be increasingly privatised *i.e.,* transfer of responsibility and operation of port superstructure to be provided by private enterprise.
8. There should be greater autonomy for ports, decentralisation of discharge of responsibilities and the decision making process.
9. Complementary facilities like roads and railways should be made available to improve the efficiency of the ports.
10. Existing capacities should be optimised before extending infrastructural facilities introduced.
11. Professional management should be introduced.
12. Public authorities should facilitate the attraction of foreign investment in superstructure development.
13. There is a need for lower import duties to make import of necessary port equipment economically viable.
14. There is a need for improving bulk handling facilities.
15. Custom procedures should not be applicable for cargo carried by Coastal Ships.
16. Steps are required to reduce ship delays at ports.
17. Restrictions on transhipment and intermodal cargo by feeder vessels between various Indian ports should be removed.
18. Coastal ships should be allowed to fix own tariffs,

19. Ports need to be linked through land bridges through rail links.

20. Initiatives to develop Coastal Ship. ping be broad based and cover Sea and River transport.

21. India should continue to play an active role in IMO.

22. Subordinate legislation concerning IMO rules and standards be adopted and implemented and agreement on an exchange of information on Port State control matters.

23. India should continue to play an active role in the Maritime Transport Committee of GATS and make binding proposals to strengthen the critical mass, based on stand still and roll back conditions.

24. Provide fiscal incentives for shipping industry to maintain international competitiveness, by way of ;

(i) higher depreciation rates

(ii) special tax free reserves for shipping investments

(iii) extending fiscal benefits to all sectors of industry uniformly.

(iv)provide soft loan facilities for ship building at Indian yards, coastal/inlandshipping projects and infrastructure facilities.

25. The urgent implementation of EDI in India to facilitate trade.

(c) The Government is seized of the above issues including the need for implementation of Electronic Data Interchange in India to facilitate trade.

Fuel Saving-cum-Pollution Control Device for motor vehicles

1254. SHRI IQBAL SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government have launched a fuel saving-cum-pollution control device for motor vehicles in the conutry;

(b) if so, the details thereof and the reasons therefor;

(c) what is the name of the company manu facturing this device in India;

(d) what is the cost of the device in various types of vehicles; and

(e) what steps are being taken for large production of this device in India ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (e) A fuel saving /pollution control device "Econogreen" for automotive application was displayed in the AUTO-EXPO-93 exhibition held recently in New Delhi by M/S Econo-Green Ltd., a small scale unit. Directorate General of Technical Development (DGTD) have intimated that the party made a presentation of this device in a meeting called by them. How. tver, the party could not provide authenticated eest reports and documentation in support of the claim. DGTD have advised the Automo. tive Research Association of India (ARAI) and D.T.C. to evaluate the performance of this device with reference to fuel economy and pollution levels.

National Environmental Engineering Research Institute (NEERI), located at Nagpur has also reported that they have developed a pollution control device for automotive applications. Its performance, costs etc. have however, not yet been evaluated by the vehicle manufacturers or by the testing agencies like ARAI and Vehicle Research and Development Establishment (VRDE).

बिहार में राष्ट्रीय राजमार्ग की घोषणा का अनुरोध

1255. श्री ब्रह्मदेव आनन्द पासवान : क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या छितौनी बंगाहा पथ के पुनर्निर्माण के महत्व को देखते हुए बिहार सरकार ने गोरखपुर-सुगौली-गोपालगंज-छपरा-मुजफ्फरपुर मार्ग को "राष्ट्रीय रजामार्ग" घोषित करने का अनुरोध किया है;

(ख) क्या पिछड़े बिहार के लिए इस मार्ग के महत्व एवं उपयोगिता को देखते हुए सरकार इसे राष्ट्रीय राजमार्ग घोषित करके इस पर कार्य आरम्भ करने का विचार रखती है; और